Hongkong Telegraph

No. 3830 — SATURDAY, AUGUST 18, 1894. — THIRTY DOLLARS PER ANNUM.

Banks.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE :—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £275,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months.....5 per cent.
" " " 6 " .....4 "
" " " 3 " .....3 "

A. C. MARSHALL,
Manager, Hongkong.

Hongkong, 17th May, 1894. [563

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID-UP .....£ 562,500

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS :—
For 12 Months.....5 per cent.
" 6 " .....4 "
" 3 " .....3 "

JOHN THURBURN,
Manager, Hongkong.

Hongkong, 18th June, 1894. [20

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE :—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | Chow Tung Shang, Esq.
Chan Kit Shan, Esq. | Kwan Hoi Chuen, Esq.
H. Stolterfoht, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Branches.—London, Yokohama, Shanghai and Amoy.

BANKERS:—
The Commercial Bank of Scotland.
Parrs Banking Co., and The Alliance Bank (Ld.)

Interest for 12 months Fixed, 5 per Cent.

Hongkong, 16th November, 1893. [7

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL £2,000,000
CAPITAL PAID-UP .....£ 251,093.15.0

BANKERS:
CAPITAL & COUNTIES BANK, LIMITED.

HEAD OFFICE:
No. 3, PRINCE'S STREET, LONDON.

BRANCHES:
BOMBAY, CALCUTTA, HONGKONG AND SHANGHAI.

AGENCIES:
PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST,
ALLOWED on CURRENT ACCOUNTS and Fixed Deposits can be ascertained on application.

Every description of Banking and Exchange business transacted.

CHANTREY INCHBALD,
Manager.

Hongkong, 6th November, 1893. [210

Insurances.

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

THE Undersigned are prepared to accept FIRE and MARINE INSURANCES on favourable terms.

Current rates, and a guaranteed Bonus equal to that paid by the local Offices.

S. J. DAVID & Co.,
Agents.

Hongkong, 5th April, 1894. [435

THE MEIJI FIRE INSURANCE COMPANY, LIMITED. OF TOKYO.

THE AGENCY of the above-named Company having this Day been TRANSFERRED to the Undersigned, they are now prepared to accept RISKS against FIRE at CURRENT RATES.

For the MITSUI BUSSAN KAISHA,
K. FUKUI,
Manager.

Hongkong, 2nd July, 1894. [746

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 EQUAL TO ..... $833,333.33.
RESERVE FUND ..... $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AHEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1888. [972

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 26th May, 1894. [180

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the COMPANY, No. 14, Praya Central, on MONDAY, the 20th August, at 3 P.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1894.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th August, both days inclusive.

By Order of the Board of Directors,

D. GILLIES,
Secretary.

Hongkong, 31st July, 1894. [832

THE NEW BALMORAL GOLD MINING COMPANY, LIMITED.

NOTICE is hereby given that the FOURTH or FINAL CALL of FIFTY CENTS PER SHARE, on the Shares Issued at ONE DOLLAR has now been made.

NOTICE is also given that the CALL of FIFTY CENTS per Share, on the Shares Issued in exchange for Shares in the Old Company has now been made. Both these Calls FALL DUE on the 10th September, and should be PAID to the Undersigned at No. 9, Praya Central, to whom the SCRIP should be sent for endorsement.

By Order of the Board,

W. HUTTON POTTS,
Secretary.

Hongkong, 9th August, 1894. [860

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

No. 5 OF 1894.

IN THE MATTER OF CHEUNG SUI SHANG, OTHERWISE CHEUNG SHUI SANG, OTHERWISE CHEUNG PO, DECEASED.

NOTICE is hereby given that an ADMINISTRATION ORDER in BANKRUPTCY dated the 10th day of August, 1894, has been made in respect of the Estate of CHEUNG SUI SHANG, otherwise CHEUNG SHUI SANG, otherwise CHEUNG PO, late of No. 19B, HOLLYWOOD ROAD, VICTORIA, in the Colony of HONGKONG, and of MACAO, COMPRADORE, Deceased, who died at MACAO on or about the 7th day of June last intestate, and the Undersigned has been appointed Trustee of the said Estate.

All Persons having any CLAIMS or DEMANDS against the said Estate are hereby required to prove the same on or before MONDAY, the First day of October next, and all Persons INDEBTED to the said Estate are hereby required to make IMMEDIATE PAYMENT to the Undersigned at the LAND OFFICE, Queen's Road Central.

Forms of Proof and Proxy may be obtained on application at the LAND OFFICE.

Dated this 11th day of August, 1894.

BRUCE SHEPHERD,
873] Trustee.

THE PHARMACY,
Under New and Experienced Management.

FLETCHER & Co. whilst thanking the community of Hongkong for past support trust to merit a continuance of same by devoting close attention to Business and SUPPLYING as formerly GOODS of the BEST QUALITY only.

For the present Season we recommend with confidence :—

QUININE AND IRON TONIC.
SYRUP OF THE HYPOPHOSPHITES.
EFFERVESCING CITRATE MAGNESIA.
VALENTINE'S MEAT JUICE.
LACTOPEPTINE.

A Large Assortment of NAIL, TOOTH, HAIR and SHAVING BRUSHES, also TOILET REQUISITES of every description always in Stock.

FLETCHER & Co.—FAMILY CHEMISTS, PERFUMERS, WINE and SPIRIT MERCHANTS, &c.

FLETCHER & Co.,
No. 25, Queen's Road Central,
Hongkong.

Hongkong, 15th August, 1894. [28

"DERMATOL,"

MANUFACTURED by FARBWERKE, HÖCHST a/M.; its effect in stimulating the closing up of WOUNDS, and in internal administration against diarrhoea, is described as amazing.

DR. KNORR'S
LION BRAND
ANTIPYRINE.

(DOSE FOR ADULTS 15 TO 35 GRAINS TROY.)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature "Dr. KNORR" in red letters.

To be had at every reputed Chemist and Druggist.

Supplies constantly on hand at the China Export Import and Bank Companies.

Beware of spurious imitations.

Hongkong, 7th April, 1894. [446

CALDBECK, MACGREGOR & Co.,
WINE and SPIRIT MERCHANTS,
HONGKONG, SHANGHAI, LONDON AND GLASGOW.

13, Queen's Road,

Hongkong, 24th August, 1893. [26

Intimations.

THE

HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kremlin"—A. B. C. Code.—TELEPHONE, No. 32.

PROPRIETORS.....THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East, affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Banks and Shipping Offices.

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

THE TABLE D'HOTE, at separate tables, is supplied with every delicacy, the *cuisine* being under experienced supervision.

THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communicators.

The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new, Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.

The WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied.

HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER,
Manager.

Hongkong, 17th November, 1892 [229.

KELLY & WALSH, LD.

"GRAPHIC" SUMMER NUMBER.
"ILLUSTRATED LONDON NEWS" SUMMER NUMBER.

ACADEMY PICTURES, bound volumes.
Academy Pictures, parts.
Figaro Salon Picture, French edition.
Straits Produce, Humorous Sketches.
Sketches of Indian Life.
Parliamentary Pictures.
Pictures from *Punch*.
Illustration of the Tower Bridge.
Icelandic Pictures.

JOHNSTON'S ILLUSTRATED SCOTCH REGIMENTS.
Bedford's Sailor's Pocket Book.
Catriona—cheaper edition.
Badminton Library Yachting.
The Art of Crocheting.
The Art of Drawn Work.
The Art of Modern Lace Making.
The World-wide Atlas.

AYRES' CHAMPIONSHIP TENNIS BALLS.
AYRES' REGULATION TENNIS BALLS.

KELLY & WALSH, LIMITED.

Hongkong, 18th August, 1894. [6

W. BREWER

HAS JUST RECEIVED THE FOLLOWING

PHOTOGRAPHIC MATERIALS.

PHOTOGRAPHIC MOUNTS, all sizes.
Developing Dishes, white, brown and red.
Bynol Printing Frames, all sizes.
Little Wonder—Ruby Lamp.
Rubralux Lamps.
Perfection Lamps.
Wood Draining Racks.
Wood Clips—Vulcanite Forceps.
American Print Trimmers.

ROLLER SQUEEGEES.
Cutting Glasses—Scales and Weights.
Orange and Ruby Glass.
Glass Funnels—Glass Measures.
Litmus Books—Filter Papers.
Vignetting Glasses Cut and Caste.
Adams's View Meters.
View Finders and Focussing Glasses.
Marion's Photographic Plates.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 16th August, 1894. [675

CENTRAL HOTEL,
SHANGHAI.

Electric Lighting throughout the Premises.

Telegraphic Address :—
"CENTRAL, SHANGHAI."

THIS long-established SELECT Family Hotel, situated on the Bund, facing the river in the centre of the Settlements, *is now fitted* with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER, SPRAYS, etc., and heated to a comfortable temperature during winter.

COMMODIOUS RECEPTION ROOM FOR VISITORS.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

An Assistant attends on Passengers by Mail Steamers.

N.B.—Special reduced charges may be arranged for on application to the Manager.

F. E. REILLY,
730 *PROPRIETOR.*

LANE, CRAWFORD & CO.

SHIPCHANDLERS, SAIL-MAKERS, &c.

SUPPLIES OF ALL KINDS OF
SHIP AND ENGINE STORES
OF BEST BRANDS.

AGENTS FOR :—
INTERNATIONAL COMPOSITION FOR SHIPS' BOTTOMS.
PRICE'S SPECIAL ENGINE and CYLINDER OIL.
BELL'S SPECIAL ENGINE AND CYLINDER OILS.
PURE FRESH WATER SUPPLIED

LANE, CRAWFORD & Co.

Hongkong, 16th July, 1894. TELEPHONE No. 97. [30

DAWSON'S PERFECTION OLD SCOTCH WHISKY.

ALLISTON & CO., SOLE AGENTS, Hongkong and the Far East,
4, Queen's Road Central.

Hongkong, 11th December, 1893. [41

Intimations.

HOTEL DE LA PAIX.

THE UNDERSIGNED having on the 23rd day of July, 1894, TAKEN OVER the BUSINESS and STOCK-IN-TRADE of the late HOTEL DES COLONIES on SHAMEEN, CANTON, are NOT RESPONSIBLE for any DEBT or DEBTS contracted by its FORMER PROPRIETORS. Its Name is now Changed into "HOTEL DE LA PAIX," under the Management of Mr. V. A. ROZARIO.

PUN YAN YUI, 潘仁宇
CHOW YOOK PO. 周玉波

Canton, 31st July, 1894. [833

NOTICE TO CAPTAINS.

MASTERS of Vessels arriving here CANNOT BE TOO PARTICULAR as to the SOURCE of supply of FRESH WATER, more especially during the present epidemic.

J. W. KEW & Co.'s STEAM WATER-BOATS enable them to SUPPLY VESSELS with any quantity of PURE FRESH WATER, with the greatest despatch and at moderate rates.

Call Flag "W," Commercial Code.

Office 18, Praya Central,
Hongkong, 14th June, 1894 [695

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1893. [493

Hotels.

BAY VIEW HOTEL.

THE "RAMSGATE" OF HONGKONG,
(On Shau-ki-wan Road.)

THE POPULAR SUMMER RESORT, and TERMINUS of the only pleasant DRIVE to be had on the Island. "BAY VIEW" occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

To the other attractions of this popular resort BATHING PAVILIONS have been added, and a LAUNCH runs from the NEW PEDDER'S WHARF to BAY VIEW every half-hour after 5 P.M. daily.

Private Dinners or Tiffins prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 13th August, 1894. [643

FUJIYA HOTEL,
MIYANOSHITA,
HAKONE.
Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION.
NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.

TWO ENGLISH BILLIARD TABLES.

EXCELLENT CUISINE.

SPECIAL RATES MADE FOR A PROLONGED STAY.

S. N. YAMAGUCHI,
856] Proprietor.

HOTEL DE LA PAIX.

FORMERLY THE HOTEL DES COLONIES.

THIS HOTEL, situated on the FRENCH CONCESSION, a very convenient spot on SHAMEEN, is now prepared to offer the BEST ACCOMMODATION to any TOURISTS or OCCASIONAL VISITORS who wish to bring their FAMILIES to pay a visit to CANTON, and EVERY POSSIBLE ATTENTION will be paid to their Comforts.

A FIRST-CLASS TABLE D'HOTE kept, WINES and SPIRITS of the Best Quality; and the Charges for the same are EXTREMELY FAIR and REASONABLE.

A well furnished BILLIARD SALOON with BAR attached.

V. A. ROZARIO,
Manager.

Canton, 31st July, 1894. [834

HONGKONG HOTEL.

BOARD and LODGING from $60 to $70 per Month.

R. TUCKER,
Manager.

Hongkong, 9th August, 1894. [861

THOMAS' GRILL ROOMS,
(Corner of Queen's Road and Duddell Street.)

THE Undersigned has always thought that such a place as this was the one thing needed to fit in between HOTEL LIFE and the PRIVATE BOARDING HOUSE—providing it be First-class in every detail. A place where one may have his GRILLED CHOP or STEAK at any hour of the Day, up to 11 P.M.; or later if notice be given. He is also prepared to SUPPLY MEALS to PRIVATE PARTIES per MENU or ORDER—the Parties sending Dishes, &c., for same—and Cash. Terms :—

Breakfast...per meal	$0.75...	per Month	$12
Tiffin..... "	$0.75...	"	$20
Dinner ..... "	$1.25...	"	$25
Breakfast, Tiffin and Dinner...		"	$45
Breakfast and Tiffin		"	$30
Tiffin and Dinner		"	$40

SPECIAL TIFFINS and DINNERS served in Excellent Style at short notice.

W. THOMAS,
Proprietor.

Hongkong, 14th June, 1894. [889

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"NAMOA,"

Captain Harris, will be despatched for the above Ports TO-MORROW, the 19th Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 18th August, 1894. [886

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A. I. British Ship

"SILBERHORN,"

Gibbs, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.

Hongkong, 16th June, 1894. [705

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "BENVENUE,"
FROM LEITH, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 24th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 15th August, 1894. [877

To be Let.

TO BE LET.

THE BANGKOK HOTEL.

FINE SITUATION: near the BANKS, TELEGRAPH and POSTAL DEPARTMENTS: close to the RIVER and SHIPPING OFFICES: Central position.

The whole block of buildings consisting of HOTEL (partly furnished) with large CONCERT HALL, several substantially BUILT HOUSES, SHOPS and OUT-HOUSES, &c., &c., &c. Admirably adapted for FIRST-CLASS HOTEL or BUSINESS PREMISES.

Possession may be taken on OCTOBER 1ST, 1894.

The PROPERTY may be purchased by PRIVATE TREATY.

For particulars, apply to
Messrs. SHAW & CHALANT.

Bangkok, 14th June, 1894. [735

TO BE LET

NO. 5, WILD DELL BUILDINGS (Furnished or Unfurnished). Five Good Rooms situated in the best part of the building.

Apply to
HUMPHREYS ESTATE AND FINANCE Co., Ld.

Hongkong, 9th March, 1894. [329

TO LET.

DWELLING HOUSES :—
"HIGHCLERE," at MAGAZINE GAP.
No. 1, RIPON TERRACE.
FLOORS in BLUE BUILDINGS.
FLOORS in ELGIN STREET, PEEL STREET and STAUNTON STREET.
FLOORS in No. 5, SHELLEY STREET.
No. 8, OLD BAILEY.

OFFICES :—
PRAYA CENTRAL, over Messrs. DOUGLAS LAPRAIK & Co.'s

GODOWNS :—
BLUE BUILDINGS.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 2nd July, 1894. [21

TO LET.

NO. 9, SEYMOUR TERRACE.
OFFICES in Victoria Buildings.
OFFICE in No. 4, Praya Central.
No. 4, OLD BAILEY STREET.
GODOWNS in WANCHAI at the back of McGREGOR'S BARRACKS.
OFFICES and ROOMS at Connaught House.

DAVID SASSOON, SONS & Co.

Hongkong, 7th August, 1894. [22

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY.

Hongkong, 24th June, 1881. [725

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED.

VICTORIA DISPENSARY.

FIRST-CLASS DISPENSING at prices that will bear comparison with first-rate pharmacies at home.

Every care is taken to ensure prompt despatch; all Drugs and Chemicals used are guaranteed to be of the finest quality, and all the Europeans in the firm are qualified by British examination.

PATENT MEDICINES, INVALIDS' REQUISITES, SURGICAL APPLIANCES, &c., &c., at Current Rates.

SPONGES, PERFUMERY, TOILET REQUISITES.

The Dispensary is open from 7 A.M. to 7.30 P.M. on WEEK DAYS and from 10 A.M. to 6 P.M. on SUNDAYS, but Medicine may be obtained at any hour, day or night.

Any Complaints should be addressed to the MANAGER.

Hongkong, 17th August, 1894. 13

A. S. WATSON & CO., LIMITED.

VEGETABLE & FLOWER

SEEDS.

SEASON 1894-95.

SEED LISTS, with hints for Gardening, are NOW READY, and Orders are being booked or delivery on arrival of the Seeds. They will be executed in the sequence in which they are received as long as the supply lasts.

EARLY SOWINGS are to hand by Parcel Post of

CELERY SEED:—

SOLID WHITE
MANCHESTER RED
SULHAM'S PRIZE PINK
WRIGHT'S GIANT WHITE
WHITE PLUME;

Also,

CINERARIA:—

MARITIMA
JAMES'S PRIDE.

The above can be sown now and next month in boxes under cover, protected from ants.

CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for use in the Garden generally: it supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the Plants to attain to their full size, vigour and beauty.

Sold in Tins containing 10 lbs. each...$1.75
" " 28 lbs. " ...$4.50

Directions for Use are given on the Label.

RANSOME'S "NEW PARIS"

LAWN MOWERS,

The Best and Cheapest Machines in the Market.

For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1841.

Hongkong, 30th July, 1894. 15

BIRTH.

At 4, Queen's Road, on the 17th instant, the wife of JOHN JOHNSTON BLAKE, of a son.

The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 18, 1894.

HONGKONG QUARANTINE.

IT is, of course, well known that the commercial interests of this colony have suffered severely owing to the plague, private traders and public companies alike having had to submit to drawbacks and hardships rendered inevitable by the repressive measures which were considered necessary by the authorities to effectually cope with the fatal inroads of our unwelcome visitor. However unpleasant some of these arrangements may have proved, and it cannot be doubted that they have pressed hard on the gradually declining trade of the port, the circumstances were of such a character that even inconveniences, the necessity for which, if not generally admitted, were loyally accepted and—excepting in one feeble instance in which the willing good-nature of his Excellency the Governor was made a tool of by the Chairman and Vice-Chairman ('SOAPY JIM' and 'TOSH') of the Committee of that hybrid institution the Hongkong General Chamber of Commerce, and nearly caused a wholesale revolution against mistaken and misled officialdom—all but unanimously borne with patience and resignation. The wisdom of allowing the able and hard-working members of the Permanent Committee of the Sanitary Board to have a free and independent hand in fighting the scourge in the colony and of doing everything possible to localise its ravages was always apparent, beyond a few carping spouters whose puny personal interests were regarded as of far more importance than the public weal, and the results speak for themselves. It is true that the disease has not been entirely stamped out, nor in our opinion can that be reasonably expected during the summer months while there is positively no check on the influx of Chinese; but the sting would appear to have been taken out of Hongkong's curse and its effects minimised to an extent justifying the belief that all future cases can be easily kept within narrow limits.

And now the question fairly arises whether the Permanent Committee of the Sanitary Board are not, under all circumstances, in a safe position to recommend the Government to remove to a very considerable extent the very ineffectual and in most respects ridiculous ban on our local commerce which has been in existence for so long. An official proclamation that a port is plague infected, such as that issued and renewed regarding Hongkong by Governor ROBINSON, is very much the same as the declaration that a certain port or coast-line is in a state of blockade; in each case, to have any value, the quarantine regulations and the blockade must be effective. But, considering that at no time during the existence of the plague in this colony has any effective check been placed on the steamers from Canton pouring their hordes of Chinese coolies and others direct from districts where death is still alleged to stalk rampant, does it not appear an anomaly that the river steamers should be daily compelled to anchor off Stonecutters' Island and waste valuable time to the great inconvenience of passengers and of business for a so-called medical examination which is a ridiculous farce? As an instance we may quote what came under the personal observation of the writer on arriving from Canton in the steamer *Kwong-hoi* one morning last week. The vessel anchored and, after some time, the medical officer came on board; he walked through the Chinese steerage passengers, which may or may not be the usual method of detecting the bubonic plague; he looked in at the door of the second saloon, in which was a crowd of passengers, and said it was all right; and he then went to inspect (?) the steamers *Powan* and *Pasig* without bothering the *Kwong-hoi's* saloon. We are quite willing to admit that this may have been all the examination that is now necessary; we are even desirous to go further and suggest the impossibility of one doctor in search of plague, 'shroffing' some three thousand Chinese within something under half a hour. If this nonsense must be carried out for the sake of formality, let it be done on the wharves of the respective steamers; the gates of the wharves can be closed, the usual crowd of loafers left outside, and the doctor can make his scientific investigations as the 'suspects' or possible victims pass outside; but to detain vessels and passengers in the harbour for hours in the fashion that is done now, and has been done for weeks past, serves no useful purpose and cannot be justified. If a state of quarantine has to be enforced, the public has a right to expect that it be done effectually; this make-believe performance is of no use whatever, and it is costly to the owners of the vessels, exceedingly inconvenient to passengers, and distinctly detrimental to Hongkong's commerce.

TELEGRAMS.

CHINA RAISING THE WIND.

LONDON, August 17th.

The Chinese Government is raising a loan in London and Berlin of £1,500,000 at 5 per cent., two thirds of which is payable in silver.

FRANCE AND BRITAIN.

Lord Dufferin has returned to Paris to negotiate the settlement of various vexing African questions between France and Great Britain.

CHOLERA IN ENGLAND.

A fatal case of cholera has occurred at Battersea, near London.

LATE TELEGRAMS.

LONDON, July 14th.

The arsenal at Devonport has been burnt. The fire was the result of malevolence.

CONSTANTINOPLE, July 14th.

The whole of the shore of the Ismidt Gulf has been seriously damaged by the earthquake; 22 persons were killed at Ada Bazar. Tchalada is destroyed.

ROME, July 15th.

Twelve million shares have been subscribed for the formation of a new Italian Credit Mobilier.

ST. PETERSBURG, July 15th.

There have been 69 deaths from cholera during the day.

LONDON, July 16th.

An unknown person was arrested for having attempted to stab with a knife Mr. James, M. P.

CONSTANTINOPLE, July 16th.

The damages resulting from the earthquake shock are estimated at 100 millions of francs.

The population continues to camp out. His Highness the Khedive is still on board the yacht *Mahrousia*.

THE WAR IN THE NORTH.

(Special to *Hongkong Telegraph.*)

JAPANESE REINFORCEMENTS.

SEOUL, August 16th.

Large Japanese reinforcements have reached Seoul from Fusan, and strong divisions of troops have been despatched to Asan, Masampo, and Chemulpo.

Ten thousand men who landed at Yuensan (*Wönsan*), on the East coast, have camped near Ping-an city, about 200 miles, as the crow flies, south of the well known frontier town of Aichiu on the Yaloo.

THE CHINESE ON THE YALOO.

The report of large Chinese reinforcements having reached Ping-an city appears false, but there can be no doubt that the Chinese are in great force at the Yaloo, and will advance on Ping-an city as soon as the Army Corps which passed Newchwang on Monday reaches an entrenched position about 25 miles to the northward and westward of Aichiu.

A DESPERATE ENGAGEMENT IMMINENT.

It is rumoured that the Japanese will give battle to the Chinese at Ping-an city, and that in the course of the next ten days the Japanese will have upwards of 30,000 men, including a regiment of cavalry, under canvas on the northern side of that famous Korean city. In the event of defeat the Japanese army will, of course, fall back on Seoul, which they can soon render practically impregnable.

There is sure to be terrible carnage when the flower of the Japanese Army and China's rough-and-ready northerners, from Kirin and Chihli, meet at Ping-an.

LOCAL AND GENERAL.

FOOT-AND-MOUTH disease is reported to be prevalent in Singapore.

THE British gunboat *Firebrand* returned from Stonecutters' Island yesterday.

THE usual inspection on board the hospital ship *Mecanee* took place this morning.

WE hear that the Hongkong Minstrel Troupe will give a free concert to the soldiers, sailors and police on Monday evening next at the City Hall.

"G SHARP" has his "No. 13" in this morning's *Daily Press*, and as he will probably have another snuffle-buster on Monday, we have to respite him until then.

TO-DAY being the birthday of the Emperor of Austria, the Austrian steamer *Maria Valeria*, which arrived here from Trieste last evening, 'dressed ship' in honour of the occasion.

A PIANO is the latest addition to the billiard-room of the Kowloon Police Station, and a minstrel troupe has been formed. The force ought to be able to provide some excellent 'corner men.'

THE Agents (Messrs. Dodwell, Carlill & Co.) inform us that the Northern Pacific Steamship Co.'s steamer *Tacoma*, from Hongkong, Shanghai and Japan ports, arrived at Tacoma on the 15th inst.

THE ordinary half-yearly meeting of shareholders of the Hongkong and Whampoa Dock Co., Ltd., will be held in the offices of the Company, No. 14, Praya Central, at 3 p.m. on Monday, the 20th inst.

THE Mission steam-launch *Day Spring* will call alongside vessels hoisting code pennant C, between 9 and 10.30 a.m., on Sunday, to convey men ashore to the 11 o'clock service, returning about 12.30 p.m.

As will be seen by an advertisement in our last issue, tenders for the Revenue Farms of British North Borneo and Labuan will be received by the Secretary to the Governor, at Sandakan, on or before the 30th November.

THE life of wire rope on cable tramways or for power transmission of any kind is greatly prolonged by lubrication. Careful experiments show that an unlubricated rope broke at 16,000 bends over a pulley, while a lubricated rope endured 38,000 bends over the same pulley.

SNAP SHOTS.

Life is an opportunity not to do wrong.

What is man's record but a long expense account.

A tempest in a teapot has destroyed many a home.

Prospects are good in their places, but you cannot fill dishes with them.

Intolerance is an engine of destruction that will run in any direction.

The wishes of the improvident mortal are his wants.

To be just is to be kind.

The honest man never stops to inquire whether honesty pays.

No matter how dearly you may love your darling you cannot cut his eyeteeth for him.

If you wish to know what a man thinks of you refuse outright to vote for him.

Most people have very little use for the man who tells them a disagreeable truth.

It would take so long to explain some mistakes that it is much wiser just to leave them to die out.

Silence itself is sometimes slanderous.

If you pull some people out of the ruts they will run off the tracs.

The safety of some people lies in the strength of the strings which their opinions have to them.

A GENTLEMAN well versed in the sugar business, speaking to a representative of the *Pittsburg Dispatch* about the position of the sugar trade in view of the threatened legislation against it, said: "I received this morning a letter from one of the greatest Belgian sugar refiners soliciting trade. In it were cited the advantages the Belgians will have over the American producers if the Wilson Bill passes, as they will not only be placed upon an equal footing with the manufacturers in the United States, but will have the advantage of the bounty of three-eighths of a cent which the French and Belgian Governments are giving on all sugars shipped to this country. The refiners state they have already made extensive preparations for the trade of America. It is a deplorable fact that, just when the sugar manufacturers have the foreign refiners by the throat by the law of trade, our Congressmen are about to permit the foreigners to clutch us, to strangle the life out of us, by legislation. Sugar has never been cheaper than it is to-day. The cost of production has been brought down to five-eighths of a cent. It cannot be said that there is a monopoly in sugar. There are independent factories at Philadelphia, New York, Boston, Poughkeepsie and New Orleans. All of these are outside the trust. The trust has been unable to get the facts in regard to sugar before the legislators, simply because the party in power is opposed to combinations. The outlook for the sugar industry in America is very blue. With the 3 cents bounty offered by France and Belgium competition will be impossible. You may look for the sugar production in this country to fall 75 per cent."

THE British cruiser *Leander*, Capt. Count Metaxa, leaves for Nagasaki at daylight to-morrow morning.

OWING to Mr. E. J. Ackroyd, Acting Chief Justice, being slightly indisposed, Mr. A. G. Wise, Acting Puisne Judge, formally opened the August Sessions at the Supreme Court this morning, and then adjourned business till Monday at 10 o'clock.

INSPECTORS Hanson and Mackie and Sergeant T. Moffat of the local Police Force will be presented with "good conduct and meritorious service" medals by the Captain Superintendent of Police on Friday next. Water Police constable Samuel Pepper, of opium seizure renown, will also be decorated with a bronze medal on Friday in recognition of "the zeal, energy and ability displayed in the performance of his duty," or words to that effect.

THE discovery of deposits of platinum in the United States, says the St. Louis *Globe-Democrat*, would be as welcome as the finding of a diamond mine. At present the metal costs nearly half as much as gold, having risen greatly in price within the last three years. It is absolutely indispensable for many purposes, being non-corrosive and resisting acids. It is utilized for chemical apparatus, scientific instruments and incandescent lamps. There is some platinum in the beach sands of Oregon, but not enough to pay for mining. Small quantities of it have been discovered recently in the copper mines of Canada, where it occurs in a combination with arsenic. Two-thirds of the world's supply of platinum comes from two Siberian mines in the Ural Mountains. The metal is obtained there as a by-product of gold mining. The mining is done by scooping holes in the ground to a depth of about fifteen feet, and then burrowing, rat fashion, in all directions. Twenty-nine hundred cartloads of earth are required to yield fifteen pounds of platinum. The biggest nugget ever found was about the size of a tumbler.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The fifty-eighth ordinary half-yearly meeting of shareholders in the Hongkong and Shanghai Banking Corporation was held in the City Hall at noon to-day. Mr. C. J. Holliday (Chairman) presided, and there were also present Messrs. H. Hoppius, J. S. Moses, R. M. Gray, J. Kramer, H. H. Joseph, St. C. Michaelsen, A. McConachie and D. R. Sassoon (Directors), T. Jackson (Chief Manager), J. B. Coughtrie, C. P. Chater, A. G. Wood, A. G. Stokes, G. de Champeaux, J. H. Cox, Geo. Potts, J. Kramer, R. Lyall, R. Shewan, L. Darby, S. Hancock, A. Coxon, F. Henderson, Douglas Jones, Paul Jordan and others.

The Chief Manager read the notice convening the meeting.

The Chairman said—Gentlemen, the Directors have much pleasure in laying before you the report just read, feeling, as they do, that it is one that cannot but give satisfaction to the shareholders. The accounts for the half year ending 31st of December last, as you will remember, were adjusted at the exchange of 2s. 3d. to the dollar, and those now presented, owing to the further fall in the price of silver, have had to be taken over at 2s 1½d., and I may remind you that at one time during the past half year telegraphic transfers on London actually touched 1s. 11¾d., so that you will see that the six months now under review again cover a period of considerable fluctuations in Eastern exchanges; however, pursuing the policy of never being heavily committed either in silver or gold, the Bank has been able to make steady profits all through, and consequently, whether exchange has risen or fallen, it has been all the same to us. Indeed I may go so far as to say that our experience has been, that there is quite as much if not more money to be made on a low level of exchange as on a high one. On the last occasion of our meeting here, the Chairman drew attention to the considerable withdrawals of sterling deposits at our London Agency. In the report then submitted to you, which embraced as far as that branch was concerned a period ending, on 31st October, 1893, they stood at £3,415,992 2s. 5d. You will doubtless have noticed from the statement now before you that on the 30th April (when the London accounts were made up) covering a full period of six months, they are returned at £2,942,938 16s. 5d., showing a further decrease of £473,053 6s., and we have heard by letter that gradual withdrawals have since been going on. Against this falling off in sterling deposits, however, we have to record a material increase in our silver deposits during the half year just concluded, of as much as $4,897,200.84, which, as you will see, more than compensates for the amount withdrawn in sterling. It is only necessary to add that we are working very comfortably at all our branches and that we have ample funds for all the legitimate business we may be called upon, or care, to undertake. You will in all probability have not failed also to observe from the items cash, bullion on hand and in transit, and bills receivable, that the Bank is in an unusually strong position. Indeed, I question if its financial standing has really ever been sounder than it is at the present time, and considering the way Eastern business generally has been seriously upset by the great depreciation of silver, I think you will agree with me that this is a highly satisfactory statement to be able to make. With reference to our securities, in the case of the special London reserve with the Bank of England, we may mention that, seeing the great uncertainty in the outlook as regards Indian affairs generally, we thought it advisable to sell the £150,000 we held of the Indian Sterling three per cent. Loan, and replace the amount by the purchase of two-and-three-quarters per cent. Consols. Gilt-edged stocks of all kinds, as probably most of you are aware, have recently risen very materially in value, caused by the extremely low rate ruling for money in the London market, and all our sterling securities show a very considerable profit on the cost at which they stand in our books. Concerning our dividend, although our earnings might perhaps warrant a larger distribution than we have now decided upon, and we know many of our shareholders strongly wish this, and we heartily sympathise with them upon this point, still we must recognise that credit is the first consideration, and we are convinced that for the present at any rate the course we are now pursuing is the right one for the true interests of all concerned, so we adhere to £1, as before, and also as on the last occasion we add to the Reserve Fund a further sum of three lacs besides providing $60,000—the cost of reclaiming the fine stretch of land between our bank buildings and the harbour here. As to the general position of commercial affairs there is little calling for any special comment at the moment, now that we have actually been working for a considerable time with a low level of exchange we can see plainly, as we have anticipated and have not hesitated to predict would be the case, that its effect is to stimulate export from all silver, using countries and grievously depress imports from the gold-using ones, the balance of trade will be adjusted by an increased import of silver. Another item worthy of consideration is the large export of gold to Europe since the heavy fall in the price of silver, and it is a question whether the home authorities appreciate and realize fully the effect of this flow of the yellow metal from east to west; it unquestionably accounts in some measure for the large gold balances now in the Bank of England and the principal Continental banks, and probably in the near future will play an important part in the great gold and silver controversy. Of course, it is only natural that we should all deeply deplore the outbreak of war between the two countries we are so intimately connected with, namely, China and Japan; it cannot help having a disturbing influence on business of every discription, especially at the outset, but on the whole I think the effects upon trade will be less than is generally anticipated. In conclusion, I have to state that the Bank is doing well at all points. Our Inspector, Mr. Walter, is now going his rounds and has reported most favourably upon all the Branches he has been able to inspect up to the present time. I hope I am not taking too rosy a view of our position when I say we look forward confidently to the old point of prosperity of the Bank being attained again in the very near future. Before moving the adoption of the report and accounts I shall be happy to answer any questions shareholders may ask.

The Chairman—As there appear to be no questions to be put I beg to propose that the report and accounts as presented be adopted.

Mr. R. Shewan, in seconding the motion, said it was an old saying that "good wine needs no bush" and there could be no doubt that the report and accounts needed no commendation on his part—they spoke volumes for themselves. The most inveterate grumbler would always find fault and even complain that the soup plates on which his dinner is served at the Club are too hot. It was impossible to please every one, but he felt sure that there would be very few indeed who would find fault with the report. Of course there were those who were never satisfied and who, like Oliver Twist, always wanted more; no dividend would satisfy such people. The fact that year after year, notwithstanding all difficulties, the shareholders were presented with such satisfactory reports was most gratifying and an indication that the bank was gaining in strength. The results obtained and as set forth in the report spoke volumes for the care and forethought of the management. The great success of the Bank was a fair example of the survival of the fittest, and the fact that the Corporation had come out of all difficulties successfully was due to their wise and large-hearted chief manager, Mr. Jackson, (loud applause) and also to the Court of Directors who had wisely put the affairs of the Bank in Mr Jackson's hands again (renewed applause). The shareholders had to thank themselves that they had a manager who made the Bank pay no matter what the fluctuations of exchange were. The speaker thought an equally good report for the next six months might be confidently looked forward to. It afforded him much pleasure to second the Chairman's motion (applause).

On being put to the vote the report and accounts were adopted unanimously.

The Chairman—The Dividend Warrants will be ready on Monday.

Mr. Douglas Jones proposed a vote of thanks to the London Committee, the Hongkong directors, the chief manager and the whole staff of the bank which, he submitted, was due to them, one and all, for the able manner in which the business of the bank had unquestionably been conducted (loud applause). If the energies of the directorate were devoted to the enlargement of the reserve and the encouragement of local enterprise there was, he thought, no reason why the bank should not soon experience a return of the prosperity so marked upwards of five or six years ago.

Carried by acclamation.

This concluded the business of the meeting.

THE "BLACK PLAGUE" CONCERTS.

Concerts in the Hongkong Theatre Royal have rarely been a success for the past twenty years, either artistically or financially, and it is therefore all the more to the credit of Mr. W. Blaynay, the originator and manager, and the 'helping hands' whose willing aid enabled him to bring to such a satisfactory result the two entertainments given on the evenings of Saturday and Wednesday last for the benefit of a fund being raised as some slight recognition of the services rendered by the soldiers and police who formed the "Whitewash Brigade" when the deadly Black Plague was at its worst in this colony. Mr. Blaynay, who, we understand, has been an active volunteer worker in the Brigade from the beginning, is deserving of special commendation; first, for the kindly and considerate thought that gave him the idea of paying such a gracious compliment to the men who have worked so fearlessly and well; and, secondly, for the time, care and trouble he has so disinterestedly devoted to make the undertaking a noteworthy success. Mr. W. Farmer, who is always well to the front with his valuable professional experiences when a good cause has to be served, and Mr. Murphy, the popular Bandmaster of the Shropshire Light Infantry, who slaved like a Trojan both at rehearsals and the two performances, have more than earned the warm appreciation of the community of Hongkong. Nothing succeeds like success, and our readers will be glad to learn that the two crowded houses on Saturday and Wednesday nights realised about $800 and $700 respectively, a result which is more than satisfactory.

And now for the show, a critical notice of which, for reasons we need not enter into here, has unavoidably been held over for several days. The management decided to 'open the ball' with a Christy Minstrel *stance* and wind up with an exposition of high-class talent in what is professionally termed the 'Variety' line, and probably, although the nigger business out here is as dead as Noah's Ark, the selection was not an unwise one. The talent available was willing in spirit and varied in musical accomplishments, but might have come to grief in the classically operatic line. When the curtain arose last Saturday night, after some little trouble owing to mechanical deficiencies which stirred the risible faculties of certain distinguished idiots in the dress circle, the audience had in front a very effective stage picture, comprising seventeen leading specially selected minstrels artistically grouped in a semi-circle, with about a dozen juvenile choristers immediately behind, and the musicians of the Shropshire Light Infantry, under Brother Murphy, elevated exactly to the positions they were best suited to fill. With the possible exception of the Mastodon Minstrels a dozen years ago, who numbered 38, this grouping of the Hongkong Minstrels was the best thing in its way we have yet seen in this colony. It is just as well to say that before the curtain rose the Soldier's requiem "Sleep, comrade, sleep" was sung as a mark of respect for Capt. G. C. Vesey, S.L.I., and the other Europeans who succumbed to the plague. It was capitally rendered and loudly applauded, but why it should have been sung behind the curtain is hardly comprehensible. Such mountebankish nonsense is greatly to be deprecated.

Space will not permit our going through the nigger performances, nor is such a course necessary. As a whole this part of the show went excellently, and although the alleged jokes, witticisms, conundrums, and whatever else they were supposed to be—first introduced into England by Hairy-faced Dick in William the Conqueror's time—, were muddy and dissolved a shower of lethal missiles dropped quietly on the heads of the four 'corner men,' the audience generously overlooked a weakness in the bill of fare that was inevitable from the beginning. Unser Fritz was probably the most successful *artiste* in the sentimental line, his rendering of "Eileen's Message" having many good points, whilst on the funny side Mr. G. G. Brady musical treatise on the damaging effects to a forlorn female who was the unhappy possessor of a "Simple Pimple" not only annexed the cake, but nearly led to a riot. Mr. C. T. Robinson was hardly a success in "Love me little, love me long," and the other solos were successful mainly through the effective chorus singing, the boys performing admirably.

In the second part, which the Band of the Regiment opened in fine style with a capital selection from "La Mascotte," Mr. Cox, R.E., was very funny in Dan Leno's "The Recruiting Sergeant," and his tendency to over-do the business and indulge in burlesque seemed to give great satisfaction. Mr. Vowles was extremely clever in parodying, and exposing to the uninitiated, a number of the ordinary tricks of the professional juggler, and especially made a great hit with the assistance of the ubiquitous Mr. Brady as the Talking Head; but why did Mr. Vowles think it in good taste to come on the stage with his nether limbs cased in a pair of black tights of the Bumble order, with a space of about six inches between the bottom of the garment and his dress pumps and the upper part next door to indecent? A pair of ordinary dress trousers used to be good enough for Maskelyne, Anderson, Keller, Haselmayer, and dozens of other well known prestigiators, and we don't think "Professor Vowlesini" improved on the custom followed by these professional gentlemen. Mr. C. T. Robinson had a warm reception for a clever rendering of the character song "Down the Road," and in response to an undeniable recall was equally successful with the coster class "E don't know where 'e are." Mrs. A. G. Gordon was most enthusiastically applauded for a sympathetic conception of Cowen's beautiful ballad "The Children's Home," although the song, written for a Mezzo-soprano, is not by any means adapted to this lady's full and rich contralto. Besides the rendering lacked expression, and was absolutely "guyed" by a series of ridiculous "living pictures," which were greatly out of place in a composition of this character. High-class music is supposed to appeal to the ear and to the soul—not to the eye, and a singer's art is in giving life and expression to the sentiments of the composer. The "living pictures" were all right in the barrack-room song "Comrades," which Mr. C. H. Grace sang with more than his usual power, but McGlennon's musical production is quite a different article to "The Children's Home." Mr. Brady was most amusing as "The Jap," and Mr. D. R. Silman sang Asher's beautiful ballad "Alice where art thou?" better than it has ever been publicly sung in Hongkong since Monty Salamon's soul-thrilling tenor notes made the City Hall ring.

We refrain from dealing with the finale "Fun in Tai-ping-shan," and can only regret that such an exhibition of bad taste was included in the programme. The plague in Hongkong and the work in Tai-ping-shan and elsewhere have not been "fun" by any means, or there would have been no necessity for the concerts we have just criticised.

THE PLAGUE BACILLUS IN TAI-PING-SHAN.

WHEN DOCTORS DIFFER!

On the 23rd ultimo there appeared in this journal an article on the subject of "An Important Discovery in the 'Forbidden City'" in which it was set forth in the clearest terms that Professor Yersin of Saigon, and Dr. Kwan, of the Nethersole Hospital, had discovered the plague bacillus at least eighteen inches below the surface of the ground floors of certain plague-smitten houses in Tai-ping-shan Street. Assuming our information to be thoroughly reliable, as we had a right to do, we then asserted that "all talk of security from the endemic form of the plague and the complete destruction of the plague-germs is mere waste of words under present circumstances, and the adoption of any recommendations based upon such fallacious assumptions and reasoning as characterises the basis of a good deal of the Permanent Committee's recommendations of the 28th ultimo is bound to lead to further trouble, if not actual disaster, in the near future. True, the Committee state they prefer to destroy the houses in question by fire, but they do not assert, as might well have been done, that the destruction by fire of every house in Tai-ping-shan district is a *sine quâ non* to the successful stamping out of the plague." A day or two later the *Daily Press* and *China Mail* endorsed our statements respecting the discovery of the bacillus at a considerable depth below the surface and the latter journal, in language unusually strong for a missionary organ, advocated that the plague-begetting hovels of Tai-ping-shan should be destroyed by fire as the only efficient means of purging the soil of the pestilential germs with which it is unquestionably impregnated. Since then several meetings of the Sanitary Board have been held, but at none of them were our statements in any way called in question until Thursday, when a letter addressed by Dr. Jas. Cantlie to the Board was read in which the writer stated:—

"Dr. Yersin has just called upon me and asked me to make it known that he is not responsible for the statement that the Plague Bacillus has been found one-and-a-half feet down in the soil. He is very much annoyed that his name should have been associated with what he terms a foolish statement. He states that three inches is the deepest point at which he has found bacilliu, and that very seldom is it met with beyond one-and-a-half inches from the surface."

The veracity of Dr. Yersin's allegations were at once challenged by Dr. Ayres, the Colonial Surgeon, who read a letter from Dr. J. A. Lowson, Acting Superintendent of the Government Civil Hospital, reporting that the bacillus had been found by Dr. Yersin twenty-two inches below the surface. Some discussion followed and the matter was then allowed by the Board to drop. But the mere fact that the Sanitary Board did not consider such an important matter worthy of investigation and discussion is no reason why the *Hongkong Telegraph* should not have something to say on the subject, especially as Dr. Yersin would appear to have adopted an anything but courteous tone and a most irregular method of giving the lie to the journal that first gave publicity to the statements about which he now appears anxious to repudiate. With all due deference, however, to the learned French scientist and his recent somewhat puzzling contradiction on matters of fact, we are bound to say that he has not only adopted the wrong course to rectify an error, if such it be, but appears to have forgotten what medical officers accompanied him in his bacilli researches in Tai-ping-shan. We have no doubt whatever that Doctors Lowson and Kwan are possessed of just as retentive memories as Dr. Yersin himself, and they have no doubt whatever as the absolute accuracy of the information supplied to and originally printed in this paper. As a matter of fact—and it is a point to which we would especially invite the attention of Dr. Yersin—we have received a note from Dr. Kwan which confirms every statement made by us

on this subject on the 23rd ultimo, and leaves no room for doubt on a subject which Dr. Yersin appears inclined to weave into a vexed question or knotty scientific conundrum. But it really doesn't matter very much what the Professor may now elect to think or say about the matter as it is unquestionable that the bacilli are at the present time swarming below the surface of the soil in Tai-ping-shan and, as the only effective remedy, should be completely destroyed without delay.

THE PLAGUE IN HONGKONG.

The latest official returns are as follow :—

From noon yesterday until noon to-day :—

	New cases	Deaths	Disch. cured	Rem. under treatment
Kennedy-town	3	3	3	40
Private houses.....	0	3	0	0
Total	3	6	3	40

Deaths from the outbreak (9th May) up to August 17th, noon, 2,471 ; grand total, 2,477.

LAI-CHI-KOK RETURNS.

The following are the returns of admissions, deaths, etc., at the Lai-chi-kok pest-house for the twenty-four hours ending 5 o'clock yesterday afternoon :—Admissions, 3; deaths, 0; discharged, 4 ; remaining under treatment, 13.

LOSS OF THE STEAMER "NAMYONG."

ALL HANDS REPORTED DROWNED.

Serious news was brought to Singapore this morning, says the *Straits Times* of August 10th., when it was reported that the steamer *Namyong* had gone down with all hands in the Carimata Straits, while on a passage from Sourabaya to Singapore. The vessel bringing the news is the *Ingraban*, and she left Sourabaya on the 6th August, or two days after the *Namyong* left. The captain of the *Ingraban* reports that, about midnight on the 7th instant, he saw distress signals coming from the south point of Serutu Island, in the Carimata Straits, lying in a direct line of passage to Singapore. He bore down to where the lights came from, and then dropped anchor to wait till daybreak. At daylight the next morning he discovered that the vessel on shore was the *Namyong*, lying with her head on a coral reef in 1° 3'35" south latitude, 108° 43' east longitude. The *Ingraban* then hove up her anchor and went in closer to the shore, to render assistance to the stranded steamer. It appears, however, that the passengers on board the *Namyong*, to the number of sixteen, consisting of Chinese and Malays, wanted to get on board the *Ingraban*, and consequently they were transferred by means of the ship's boats. The *Ingraban* then set about getting the *Namyong* off, and at 2 p.m. she was successful. Indeed, it would seem that the *Namyong* came off with such a rush as to run into the *Ingraban* and cause damage to her stern. While the *Ingraban* was towing, the engines of the *Namyong* were going hard astern, and the impetus with which she left the reef caused the *Namyong* to collide with the starboard side of the *Ingraban*. Apparently, however, the damage done to the latter vessel was not very extensive, for, after brief delay, to see if any further assistance would be rendered, she got under way again. The *Ingraban* before she got under way, signalled to the *Namyong*, asking if she was leaking and received the reply "No." Upon this the *Ingraban* proceeded on her voyage, and, apparently, says Captain Piper of the *Ingraban*, she was following him, for he had the *Namyong* in sight right up till half-past six o'clock that evening, or about four and a half hours after the *Namyong* came off the reef. On looking back after that, the captain of the *Ingraban* saw two rockets fired from astern in the direction in which the *Namyong* was then supposed to be. The *Ingraban's* engines were then slowed down and she waited for a time, expecting the vessel to come up to her. Finding, however, that she was not approaching, the head of the *Ingraban* was turned about, and she steamed back a distance of about sixteen miles and could see nothing of the steamer, or apparently any trace of her. The *Ingraban* then resumed her course and arrived at Singapore at 7 o'clock this morning. It is believed that the *Namyong* was the vessel which showed the distress signals, and that she has possibly gone down with all hands. No further particulars of the disaster are to hand, beyond the news that has been brought by the *Ingraban*. From the fact of the *Namyong* having kept on in the wake of the *Ingraban* for so long a time, it is conjectured that she must have suddenly started one or more of her plates which had become damaged by contact with the shore. It is thought that the bursting of these plates may have been so sudden as not to give time to the people on board to make any preparations for leaving the ship. Of course there is the probability that the *Namyong*, on finding she had sprung a leak, turned about and beached herself on the south of Serutu Island which is said to be sandy.

The *Namyong* carried a crew of about sixty all told, and among the number there were six European officers, as follows :—Captain Walter Nicol ; Chief mate, Augustus John Sellers ; Second mate, T. E. Hoff ; Chief engineer, John S. Shearer ; second engineer, R. Naismith ; third engineer, J. W. Payne.

The *Namyong* left Singapore on the 21st July bound for Sourabaya. She was expected to return to Singapore on the 8th instant. Yesterday, however, the owners, Messrs. Wee Bin & Co., becoming alarmed at the delay, wired to Sourabaya for information. They received a reply to the effect that the *Namyong* had left Sourabaya on the 4th instant with a general cargo, consisting principally of sugar and copra, amounting altogether to between seven or eight hundred tons. From this it would appear that the *Namyong* had been on the reef for fully a day when she was sighted by the *Ingraban*.

The *Namyong* was an iron screw steamer of 1,512 tons, and 150 horse-power. She was built in 1875 and has since that time been thoroughly overhauled and re-classed. Her owners know absolutely nothing about the affair, beyond the news has been received by the *Ingraban*.

The *Namyong* was insured for $70,000 (which amount is said not to cover her) in the office of the Straits Insurance Company, Limited. We are informed, however, that the majority of this sum has been re-insured in the following offices:—South British, Commercial Union, Merchants Marine, Batavia Insurance and others.

The *Ingraban* brought the *Namyong's* passengers to Singapore.

The captain of the *Ingraban* having expressed an opinion that the *Namyong* may possibly have been beached on the coast of Serutu Island, the owners, immediately on receipt of this news, wired to Sourabaya giving instructions to Captain Stratton of the steamer *Ban Poh Guan*, which is now at Sourabaya, to make a diligent search on that island on her way to Singapore. The *Ban Poh Guan* will probably leave Sourabaya to-morrow (Saturday) or Sunday. The steamer *Ban Hin Guan*, also of the same firm, and which leaves Singapore on Monday for Sourabaya, will have similar instructions.

On the 11th inst. our Singapore contemporary gives the following additional particulars:—Regarding the reported loss of the steamer *Namyong* no further particulars have been received here as to what may be the ultimate fate of that vessel. Both the captain and chief mate of the steamer *Ingraban* are convinced that the *Namyong* is, more than probable, now lying beached on the coast of Serutu Island. At the time the *Namyong* fired the signals of distress she was distant about forty miles from the island. The captain and the chief mate of the *Ingraban* assume that, on the *Namyong* finding that she had sprung a leak, she at once turned back and headed for the shore. The captain of the *Ingraban* says that the *Namyong* had all her boats ready for launching, with the davits slung out, so that there could be no time lost in taking to the boats, if it became necessary to resort to such a contingency. The *Ingraban*, when she saw the distress rockets, searched the neighbourhood where the vessel was last seen, that is, judging from the rockets, for period of over two hours. It was a moonlight night; and the *Ingraban* could see neither a vestige of wreckage nor any signs of the *Namyong* being beached, seems more conclusive to Captain Piper.

On learning so much, Messrs. Wee Bin & Co. despatched telegrams to all ports where there might be a possibility of the *Namyong* or the *Namyong's* people in the boats being communicated with by local steamers.

Captain Piper of the *Ingraban* holds an agreement, made between him and Captain Nicol of the steamer *Namyong*, whereby Captain Piper is promised the sum of $20,000 if he succeeded in towing off the *Namyong*. Captain Piper did succeed in towing off the *Namyong*. There is a kind of provision in the agreement that, if the efforts of the *Ingraban* were not successful, nothing was to be paid to her captain. The agreement, which is exceedingly brief, and couched in language made by one who is not thoroughly acquainted with English, is attested by the captains of both ships and also by the chief mate of the *Ingraban*. We are indebted to the agents of the *Ingraban* (Messrs. Dalmann & Co.,) for the information regarding the agreement; and they assure us that the amount therein was proposed to be given by Captain Nicol. When the *Ingraban* was asked to tow off the *Namyong*, Captain Piper is said to have spoken about the terms, saying, as the agents tell us, that he hardly knew what to mention. Captain Nicol is then reported to have said "If you succeed in towing us off we will give you $20,000." The document, now in the hands of the agents, was then drawn up.

NAUTICAL RETROSPECTS.

PART II.

The British China clippers that made the greatest names for themselves as ocean "greyhounds" were the *Thermophylæ*, *Sir Lancelot*, *Fiery Cross*, *Leander*, *Ariel*, *Taiping*, *Spindrift*, *Min*, *Titania*, *Serica*, *Undine*, *Kaisow*, *Isles of the South*, *Falcon*, *Taitsing*, *Cutty Sark*, *Ellen Rodger*, *Kate Carnie*, *Forward Ho*, *Lahloo*, *Spray of the Ocean*, *Crest of the Wave*, and others. Every year there was a race to London, and the first arrival not only received 30s. per ton extra upon her freight, but the captain received a handsome present, and the officers and crew benefited so materially that it was always worth their while to interest themselves, to an unusual degree, in their vessel during the passage home. One of the most extraordinary races that ever took place was that of 1866 which was naturally productive of the most intense interest and excitement both in Great Britain, the United States, and China. Five ships, the *Ariel*, *Taiping*, *Serica*, *Fiery Cross* and *Taitsing*, started for it, the first three leaving Foochow on the same day. These three never sighted each other until they reached the English Channel, where they suddenly popped into each other's view out of a fog-bank and arrived in the Thames after a 99 days' passage one after the other in a string! The *Fiery Cross* and *Taitsing* joined them the next day. The other day here we had two British ships, the *Ben Lee* and the *Silverhorn* leaving New York on the same day, crossing the line some time afterwards on the same day, but in different longitudes, and without ever sighting each other the whole passage, arriving at Woosung within a few hours of each other. But of the 'crack' clippers that we have enumerated above, the *Sir Lancelot* and *Thermopylæ* eclipsed in speed any and every sailing vessel that has ever floated in either hemisphere, yacht, man-of-war, or merchantman; and of these two superb argosies the *Sir Lancelot* was the fleeter. She virtually outstripped the wind. The *Thermopylæ*, however, came in a very good second.

The *Sir Lancelot*, which is still afloat and, if we mistake not, trading between Glasgow and South America, and has been, like the *Thermpyla*, converted into a barque, was a composite vessel, that is, constructed with iron frames and wood planking. She was built by Steele of Greenock for her owner, Mr. James MacCunn, of that place, and was commanded in her 'China days' by Captain Richard Robinson, who was trained to the sea in the service of Messrs. Brocklebank & Sons of Liverpool, and had already commanded the famous clipper *Fiery Cross*, in he made several very quick passages. The *Sir Lancelot* was a handy ship of 886 tons register, which may seem somewhat small, as far as her hull is concerned, in comparison with any of the home sailing ships that are lying in the Shanghai river at present. But when we come to show how many square feet of canvas she spread to woo the fickle winds one will be surprised, and she will not then appear so dwarfed at all. Her dimensions were—we speak of her in the past tense as she has been considerably altered both below and aloft since the time of which we are writing—197 feet 6 inches long, 33 feet 7 inches broad, and 21 feet in depth. She was manned by thirty hands all told, and delivered 1,430 tons of tea, of 50 cubic feet to the ton ; and her draught of water when thus laden was 18 feet 7 inches forward and 18 feet 9 inches aft. In addition to about 200 tons shingle ballast there were 100 tons of iron kentledge, specially cast for the purpose, stowed in the limbers—that is, between the ceiling and the outer skin. This was fitted to the vacant spaces and distributed along the keelson, tapering towards the fore and mizenmasts. It gave the ship greater stability, and compensated for the immense height of the masts, which without the kentledge would have made the ship too tender; and it also greatly contributed to the ship's success. The bottom of the *Sir Lancelot* was carefully planed before the copper was put on and was, in consequence, as smooth as polished ivory. When under full sail this clipper spread 45,500 superficial feet of good Arbroath canvas to the breeze, or 500 feet more than the large American wooden ship *Roanoke*—at present discharging at Shanghai and more than three times her size—can show.

The *Roanoke* under ordinary sail, hoists 33,000 feet of canvas to catch the breeze, but to a favourable wind she can spread 45,000 feet. Big and all as this ship is she would be nowhere, or rather, would have been nowhere in a race with either the *Sir Lancelot* or the *Thermopylæ* in their racing days.

At 7 a.m., on the 17th of July, 1869, the *Sir Lancelot* left the anchorage at Foochow bound for London. On the 7th of August, according to her log, Anjer Light bore from her E.S.E. 10 miles. Off the Cape on the 28th of August. Signalled St. Helena on the 12th of September. Sighted the Lizard on the 10th of October, and berthed in the West India Dock on the 14th of October, which is a passage of exactly 89 days from Foochow to London! No other ship has ever equalled it. The greatest day's work of the *Sir Lancelot* was when crossing from the Straits of Sunda in this passage to the Cape, when she made, by observation, 354 miles in 24 hours, nearly 17 statute miles an hour, and for seven consecutive days she averaged on the same track with a beam wind, a little over 300 miles per day. And the most remarkable feature in the sailing of this ship was the maintenance of a comparatively high speed in light winds, and the great power she had to beat dead to windward against a strong breeze. Even after the racing premium was abolished and with it the mania for China clipper sailing, in consequence of which 8 feet had been cut off all three masts of the *Sir Lancelot* and the masts and yards aloft had been reduced in proportion, this skimmer of the ocean made a round trip from London to Shanghai with general cargo, thence to New York full up with tea, and thence to London with a general cargo—all in nine months and two days!! Sailing a ship was certainly a science in those days. Where is the ship now to beat that? The finest racing ships that are in Shanghai river now are the *Glenfinlas* and *Greystoke Castle*, both of Liverpool, but it is most unlikely they could approach to anything like the *Sir Lancelot's* time. The *Greystoke Castle* arrived here in 112 days from New York, which is a pretty quick passage for such ships which are neither masted, sparred, nor manned to break the record. Ships of the present day are mostly carriers in the literal sense of the term, like the goods trains at home, which take as many full waggons as they can move along with, and they arrive at the other terminus as soon as they can.

The once famous clipper *Thermopylæ*, which is now at Woosung discharging timber, is also a composite vessel. She was built in 1868 by Messrs. Walter Hood & Co., of Aberdeen, and was owned by Messrs. George Thompson, Junr. & Co. She is 947 tons register, and her dimensions are 230 feet in length, 36 feet width of beam, and 21 feet depth of hold. Her designer was Mr. B. Waymouth, formerly Secretary to Lloyd's Register. The record of the *Thermopylæ* is indeed a notable one.

On her first voyage from London to Melbourne, starting in November, 1868, she accomplished the distance between those ports, from pilot to pilot, in sixty days, which stands out emblazoned in nautical records as the fastest sailing-ship passage or record between England and Australia. After leaving Melbourne she shipped a cargo of coals at Newcastle, N.S.W., for Shanghai, where she arrived in exactly twenty-eight days, which is also the fastest sailing passage on record between the Australian colonies and Shanghai. Hence, the *Thermopylæ* went to Foochow where she filled up with tea, and leaving that port on July the 3rd, 1869, at 5 a.m., being towed down the Min river, she arrived in London on the 2nd of October—thus making the passage in ninety-one days, which has never been beaten except by the *Sir Lancelot* when she performed the same run, as we have shown, in eighty-nine days.

On her second voyage from London to Melbourne the *Thermopylæ* accomplished the distance in sixty-one days, thus showing that she was a uniformly swift vessel; and on a certain day during this passage she made 330 nautical miles (equal to about 380 statute miles) in the 24 hours, or at an average of about 16 miles an hour! From all accounts this once famous vessel is still very fast and is as strong and as tight as the day she was launched. With masts, spars and sails of the same dimensions as she had in her clipper days, the *Thermopylæ* could still land any of us exiles in London after a real sea voyage of say, ninety days—a sea voyage that would save endless doctor's bills.—*N. C. Daily News.*

THE "SENDING OF THE WOMAN."

"This must not be, Amat!"

"It shall be, Tuan!"

"Thy father would not have had it so!"

The chief took his nipa-wrapped cigar from his mouth and flicked the ash to the ground. "That," said he, "is my father! This"—pointing to the glowing end thus exposed—"is myself! The dead *are* the dead, but I live, and it shall be as I say!"

He half turned away, then faced quickly round again as Drake's hand wandered, half-mechanically, to his side.

"Be not a fool, white man! Two of us might thou shoot—or three—before thou also shouldst be but as burnt tobacco!"

"Thou art mistaken, Amat! To what end should I shoot now? But I *will* shoot, when the time comes, sooner than let this thing be!"

"Then, instead of but one, many will follow my father into the darkness. Is this the white man's wisdom?" And Amat went.

"Doesn't look much like wisdom, either," Drake told himself, as he looked after the hard-headed little Dyak. "I might, as he says, pot two or three of 'em before I'd be slashed into ribbons, and then this infernal thing would be carried through all the same."

Said Mrs. Drake: "And Amat was right!—it is white man's wisdom! But it isn't white *woman's!*"

"Oh, I see! Let's have the woman's, then!" and Drake prepared to blow the cloud of consolation.

"First, then—when's this horrid thing to be done?"

"To-morrow evening."

"And the way of it?"

"Make the girl fast in a boat, put in the old man's swords and jars and things, and send the lot adrift!"

Mrs. Drake covered her face, and her husband caught something about "the dark places of the earth."

"Get rid of that notion, wife!" he said. "The light places are just as cruel in their own way. No varnish about the matter here—that's all the difference!"

Mrs. Drake waived the point. "How long will it take the girls to drift down river?" she asked.

"About two hours. They'll start her on the quarter-ebb—about four o'clock—so as to go out to sea with the setting sun."

"Well, Jack, since you can't nip this horror in the bud—why not get down beforehand and wait for the poor creature?"

"Because, my dear, I've showed my hand—like the ass I am! All to-morrow I'll be shadowed, and, now that the old chief's dead, some of these fellow's wouldn't think twice about—well, never mind that!"

Dorothy Drake was no mechanical pietist. She knew that the Lord didn't always interfere upon what appeared to be the right side, and she shivered, despite the 80-degree night air. But her courage—like her Christianity—was the real article.

"Would you go, Jack, if it were not for me?"

"Yes! and within the hour!"

Pale little Mrs. Drake put her hands on his shoulders:

"Go!" she said.

Galun-Puli, of dubious and indefinite memory, had been "almost persuaded." Personality—always more or less in abeyance under savage conditions—comes readily enough out of its shell at the contact with more sophisticated intelligences, and Galun, who, before Mrs. Drake took him in hand, had been simply a Dyak of the Dyaks, no more bloodthirsty and vindictive than the truck, and no less—had developed, under the touchstone of external suggestion, the makings of a very tolerable Christian. Tribally honest, to begin with—he had easily enough universalised that idea; the hunting of heads he had transferred from the category of imperative necessities to that of questionable indulgences; and, if the central good-for-evil doctrine was for him but a black incomprehensibility, he was at any rate no worse off than the millions of Christians who give themselves the lie more persistently over this than over any other of their lip-laws.

But now Galun—his instructress hoped—had "gone up," and Amat, the reactionary, reigned in his stead. Amat would have made an excellent sectary, with the difference that, though he utterly despised all beliefs but his own, he didn't pretend to love the dissentients. He hated them, and said so! Things should be as they were before the coming of this white woman with her Christa—who was only the Prophet of the Malays over again. Amat was sick of these prophets, who wanted a man to go the way of a woman! and the short of the matter was that if any Dyak wanted to run after any Prophet but him, Amat, he would have to do so without his head!

So the defunct Galun, gorgeously arrayed, lay on his lofty platform and awaited the "sending of the woman," which Amat swore should, as of old, take place before the body could be earthed. Beside the withered old carcase lay parang and kris; around stood jars of rice and palm-wine, bundles of tobacco-leaf and sirik; and below sat, night and day, such of the body-watchers as had not figuratively lost their heads enough with tuak to risk the literal loss thereof by speaking a word or stirring from their post. But fearfully rolled their jetty eyeballs as, just upon the break of day, a shot flashed redly from the gloomy wall of jungle, and, clump! into one of the platform-posts plunged a rifle-bullet, aimed, not at them, but at a long-haired Dyak lad that fled swiftly past them towards the house of Amat.

"Good is the Tuan's gun!" muttered Drake's savage old Sooloo servant, as he stepped back into cover. "But my eyes are as the eyes of bats! This imp of Sheetan was a spy; he is with Amat by this time! Vain is the Tuan's journey!"

"In my father's day, Tuan, these heathen dogs of Dyaks did always thus at the death of a chief. One boat did he find himself, outside this very river, with swords, and jars, and silver rings, and many precious things besides!"

"And a woman?" Drake asked.

"And a woman—eya!—young and fair to look upon! Her, my father sold for many dollars to a Kini" (Chinaman).

Drake significantly tapped his pistol-pouch. "I know thee, Hossun, and thou knowest me! Give heed, then, when I say this woman must be cared for as thy sister. No Kinis, and no dollars—save what I will give thee. And all things in the boat shall be thine, as well!"

Hossun laughed and nodded. "It shall be so, Tuan. The girl shall be to us as a sister, until thou takest her away. Paddle, ye dogs!—the sun wears fast to the water!"

Hossun was a coast-Malay—three-parts a *pumpak* (pirate)—but, like most of his reckless sort, a man of his word; and glad was he, in any case, to do the Dyaks an ill-turn and the white man a service at one stroke.

Like furnace-flame the surf upon the bar flared up against the crimson sun as the boat dashed through into the placid, palm-fringed river. Upon the polished surface was a single speck—a quarter of a mile above, but coming down fast with ebb and current. It was the drifting boat, and they paddled up to meet it.

Not a sword!—not an armlet!—neither jar nor jewel!—no, nor robe! The Malays invoked Alla, the Prophet, and the Devil, but Drake didn't hear them—he was cutting loose the motionless figure in the stern.

Hossun came to look. He lifted the plump, brown arm—dropped it—raised the eyelid—listened at the naked bosom—and nodded a reply to Drake's unspoken question.

"But, how?" the white man said. "There is no wound!"

"*Datyorah*!" said the Malay, and Drake understood. *Datyorah*—the *datura* of the Hindu Thugs—is stramonium.

Amat had been beforehand with him!—Alex. Montgomery in *Sydney Bulletin*.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites is the most valuable remedy for *Consumption, Scrofula, General Debility, Wasting Diseases of Children, Chronic Coughs, and Bronchitis* that has ever been produced. It is very palatable; it is very fattening and strengthening. It will ease at once the most violent cough and will give both comfort and strength to the sufferer. It possesses the combined virtues of these popular remedies in their fullest form. Any Chemist can supply it. —Sole Agent for Hongkong and the Empire of China:—Chan A Fook, at Watkins & Co., Hongkong.—[*Advt.*

To-day's Advertisements.

GREAT WALKING TOURNAMENT.

RACECOURSE, HAPPY VALLEY.

Under the Distinguished Patronage of His Excellency the Governor, Sir WILLIAM ROBINSON, K.C.M.G.

ARTHUR HANCOCK,

FIFTY MILES CHAMPION OF THE WORLD,

will give a

GRAND WALKING COMPETITION

at the

RACECOURSE, HAPPY VALLEY,

(By kind permission of the Clerk of the Course)

TO-DAY (SATURDAY),

Commencing at 5 P.M.,

when he will walk FOUR MILES against EIGHT OPPONENTS, taking a fresh one on at every half-mile.

A special attraction will be the matches between the well-known Race-ponies Duart and Viper, and Silver King and Black Douglas.

NO CHARGE FOR ADMISSION.

Hongkong, 18th August, 1894. [885

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"ESMERALDA,"

Captain G. A. Tayler, will be despatched for the above Port on TUESDAY, the 21st instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to

SHEWAN & Co.,

General Managers.

Hongkong, 18th August, 1894. [891

Intimations.

DAIRY PRODUCE!

THE HONGKONG DAIRY

(ESTABLISHED 1871.)

GARDEN ROAD, AND CAUSEWAY BAY.

FRESH MILK,

FRESH BUTTER,

CREAM,

CREAM CHEESE AND

NEW LAID EGGS.

ALWAYS ON HAND FOR CASH, OR TO ORDER.

MILK FROM ONE COW FOR BABIES, BY SPECIAL ARRANGEMENT.

NONE BUT THE FRESHEST AND BEST SUPPLIED.

ADDRESS:—

J. KENNEDY,

PROPRIETOR,

GARDEN ROAD.

Hongkong, 26th April, 1894. [822

TO BEWARE OF COUNTERFEITING

ORIZA-CREAM

WHITENS the SKIN, IMPORTS to it the TRANSPARENCY and SMOOTHNESS of YOUTHFULNESS.

Destroys Wrinkles

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Inventor of the GENUINE and accredited preparation ORIZA-OIL

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TO BE HAD OF ALL TRUSTWORTHY FIRMS

To-day's Advertisements.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, JEDDAH, SUAKIM, MASSAWAH, HODEDDA, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"MARIA VALERIE,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings on Cargo :—

From Smyrna, ex S.S. "DAPHNE," transhipped at Port Said.

From Galatz, ex S.S. "MEDEA," transhipped at Port Said.

From Venice, ex S.S. "ARC. CARLOTTA," transhipped at Trieste.

From Calcutta, ex S.S. "CASTOR," transhipped at Colombo.

From Trieste, ex S.S. "POSEIDON," transhipped at Bombay.

Optional Cargo will go on to Shanghai unless notice to the contrary be given before Noon TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned before Noon on the 24th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER & Co.,

Agents.

Hongkong, 18th August, 1894. [872

"WARRACK" LINE OF STEAMERS.

FOR KOBE (DIRECT).

THE Steamship

"LENNOX,"

Captain Ward, will be despatched for the above Port on SATURDAY, the 25th instant, at 5 P.M.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, 18th August, 1894. [889

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Steamship

"CARMARTHENSHIRE,"

Captain Davies, will be despatched for the above Ports on or about WEDNESDAY, the 29th inst.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, 18th August, 1894. [739

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MACDUFF,"

Porter, Commander, will be despatched for the above Port on or about THURSDAY, the 13th September.

To be followed by the

S.S. "ENERGIA," about 30th September.

And

S.S. "STRATHLEVEN," about 10th October.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, 18th August, 1894. [884

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from H. M. NAVAL YARD STORE-KEEPER to Sell by

PUBLIC AUCTION,

ON

FRIDAY, the 24th August, 1894,

AT NOON,

at H. M. NAVAL YARD.

SUNDRY NAVAL AND VICTUALLING CONDEMNED STORES,

Comprising :—

OLD IRON, CHAIN CABLE, BRASS BOILER TUBES, OLD COPPER & METAL. PAPER STUFF, RAGS, CANVAS, HOSES, STORES and CLOTHING,

&c., &c., &c.

TERMS OF SALE :—As customary.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, 17th August, 1894. [888

LEVY HERMANOS.

JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS.

A great variety in Fancy Goods and Optical Instruments. Novelties received by every Mail.

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DENTISTRY.

FIRST CLASS WORKMANSHIP

AND

MODERATE FEES.

MR. WONG TAI-FONG,

Surgeon Dentist,

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Hongkong, 27th July, 1891. [17

SIEN TING,

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Hongkong, 27th March, 1894. [401

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Consultation Free.

Hongkong, 9th April, 1894.

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Hongkong, 3rd January, 1894. [000

NOTICE.

THE "BOKHARA" DISASTER.

A FULL DESCRIPTIVE REPORT of the "BOKHARA" DISASTER,

With all Particulars, Reports of Interviews with SURVIVORS, the Cruise of the *Thales*, official reports of the Chief Officer, the *Ancona*, and H.M.S. *Porpoise*, the MARINE COURT OF INQUIRY and its FINDING, experiences of other Steamers in the same Typhoon, the *Normand* disaster, &c., &c.

(*All carefully Revised and Edited*).

THIS IS THE ONLY COMPLETE REPORT OF THE DISASTER.

PRICE .....FIFTY CENTS.

Orders should be sent in to

THE MANAGER

Hongkong Telegraph Office,

Pedder's Hill.

Hongkong, 26th October, 1892.

The Share Market.

LATEST QUOTATIONS.

BANKS.

Hongkong and Shanghai Bank.—98 per cent., prem., sales and sellers.
The National Bank of China, Ld.—on £8.0.0. paid up,—$23. buyers.
The National Bank of China, Ld.—Founders' shares, nominal.
The Bank of China, Japan & the Straits, Ld.—nominal.
The Bank of China, Japan & the Straits, Ld.—Founders' shares—£5, buyers.

CHINESE LOANS.

Chinese Imperial Loan of 1886 E—11 per cent. premium.

MARINE INSURANCES.

Union Insurance Society of Canton—$125 per share, sellers
China Traders' Insurance Company—$64 per share, buyers.
North China Insurance—Tls. 167½ per share, sellers.
Canton Insurance Company, Limited—$140 per share, buyers.
Yangtsze Insurance Association—$71, buyers.
On Tai Insurance Company, Limited—Tls. 15 per share.
The Straits Insurance Co., Ld.—$17 per share, buyers.

FIRE INSURANCES.

Hongkong Fire Insurance Company—$180 per share, buyers
China Fire Insurance Company—$79 per share, sellers
The Straits Fire Insurance Co., Ld., $21 per share, buyers.

SHIPPING.

Hongkong, Canton, and Macao Steamboat Co.—$26 per share, buyers.
China and Manila Steam Ship Company—$65, buyers.
Indo-China Steam Navigation Company, Limited—$34, buyers.
Douglas Steamship Company—$50, buyers.
China Mutual Shippers Co., Ld.—(Preference)—£6 per share, nominal.
China Mutual Shippers Co., Ld.—(Ordinary)—£1 per share, nominal.

REFINERIES.

China Sugar Refining Company, Limited—$164 per share, sales and buyers.
Luzon Sugar Refining Company, Limited—$48, buyers.

MINING.

Punjom Mining Co.—(Ordinary)—$6½ per share, sellers.
Punjom Mining Co.—(Preference)—$1.70 per share, buyers.
The Raub Gold Mining Co., Limited—$4.85 per share, sales and buyers.
The New Balmoral Gold Mining Co., Limited—$1.80 per share, sellers.
Société Française des Charbonnages du Tonkin—$70 per share, sellers.
The Jelebu Mining and Trading Co., Limited—$5.90, sales and buyers.

DOCKS, WHARVES AND GODOWNS.

Hongkong and Whampoa Dock Company—85 per cent. premium, buyers.
Geo. Fenwick & Co., Limited—$21 per share, buyers.
Hongkong and Kowloon Wharf and Godown Company—$37½ per share, buyers.
Wanchai Warehouse Co., Ld.—$40 per share, sellers.

HOTELS.

Hongkong Hotel Company—$11 per share, sellers.
Hongkong Hotel Co.'s Six per-cent. Debentures $501.
The Shamseen Hotel Co., Limited—nominal.

LANDS AND BUILDING.

The Kowloon Land Investment Co., Limited—$10 per share, sellers.
The Hongkong Land Investment Co., Limited—$52, buyers.
The West Point Buildings Co., Limited—$24 per share, sellers.
Humphreys' Estate and Finance Co., Ld.—$14 per share, sellers.

DISPENSARIES.

A. S. Watson & Co., Limited—$10.30, buyers.
Dakin, Cruickshank & Co., Limited—$1½ per share, buyers.

MISCELLANEOUS.

Hongkong Dairy Farm Co., Limited—$6 per share, sellers.
H. G. Brown & Co., Limited—$4 per share, buyers.
Hongkong Rope Manufacturing Company, Limited—$107 per share, buyers.
Hongkong Gas Company—$125 per share, buyers.
Hongkong Ice Company—$78 per share, sellers.
Hongkong and China Bakery Company, Limited—$40 per share, sellers.
The Hongkong Brick and Cement Co., Limited—$4 per share, buyers.
The Green Island Cement Co.—$53, buyers.
The Hongkong Electric Light Co., Limited—$4.75, sales and buyers.
The Hongkong High-Level Tramway Co., Limited—$70, buyers.
Campbell, Moore & Co., Ld.—$2 per share.

EXCHANGE.

ON LONDON—Bank, T. T. 2/1 3/8
Bank Bills, on demand 2/1 7/8
Bank Bills, at 4 months' sight ... 2/1 5/8
Credits at 4 months' sight 2/2
Documentary Bills, at 4 months' sight 2/2 1/8

ON PARIS—
Bank Bills, on demand 2.68
Credits, at 4 months' sight 2.73

ON INDIA:—
T. T. 193
On Demand 193½

ON SHANGHAI—
Bank, T. T. 73 3/8
Private, 30 days' sight 74 3/8
Sovereigns (Bank's buying rate) .. 99.20
Silver (per oz.) 29 3/16

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Dr. Beatblock.
Miss Coe.
Mr. H. L. Dalrymple.
Mr. E. Delbanco.
Mr. R. P. Dipple.
Mr. J. P. Dowling.
Mr. A. G. Ewing.
Mr. Geo. Fenwick.
Mr. Fricker.
Rev. & Mrs. Hamilton.
Mr. W. S. Harrison.
Mr. Morton Jones.
Dr. Meaden.
Mr. Medhurst.
Mrs. Milroy.
Capt. and Mrs. Moore.
Mr. F. Morony.
Mr. W. Parfitt.
Mrs. Robinson and children.
Mr. F. H. Slaghek.
Mr. & Mrs. A. Findlay-Smith and family.
Capt. & Mrs. Stenham.
Mr. A. G. Stokes.
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Miss R. Claxton.
Dr. V. Danesberg.
Mr. W. A. Duff.
Mr. J. J. East.
Mr. and Mrs. Gauthier, 2 children and maid.
Mr. J. Kinghorn.
Mr. R. Lyall.
Mr. C. E. Mehts.
Mr. T. Mitchell.
Mr. Oscar Noodt.
Mr. H. Schwoerer.
Mr. F. E. Shean.
Mr. Silva E. Souza.
Mr. T. Tatlock.
Captain G. Tayler.
Mr. G. H. Wheeler.
Mr. W. Whiley.

MAILS EXPECTED.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Natal*, with the outward French mail, left Singapore on the 15th instant at 6 p.m, and may be expected here on the 22nd.

THE AMERICAN MAILS.

The P. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with mails, &c., from San Francisco on the 26th ultimo, left Nagasaki on the 17th instant at 4 a.m., and may be expected here on the 21st.

The O. & O. S. S. Co.'s steamer *Gaelic*, with mails, &c., left San Francisco for this port *via* Yokohama, on the 7th instant.

NORTHERN PACIFIC MAIL.

The Northern Pacific steamship Co.'s steamer *Victoria* left Tacoma for this port, *via* Japan, on the 25th ultimo.

THE AUSTRALIAN MAIL.

The E. & A. Steamship Co.'s steamer *Menmuir*, from Australia, left Port Darwin on the 11th instant, and may be expected here on the 19th.

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s steamer *Japan* left Bombay on the 8th instant, and may be expected here on the 26th.

The Navigazione Generale Italiana steamer *Bormida* left Bombay on the 9th instant, and may be expected here on the 27th.

CHINA COAST METEOROLOGICAL REGISTER.

17th August, 1894.—At 4 p.m.

STATION.	Barometer reduced to sea level.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	29.74	80	...	...	0	b	...
Tokio	29.57	...	...	S	3	b	...
Nagasaki	29.74	93	55	SW	3	b	...
Shanghai	29.64	91	81	E	3	c	...
Foochow	29.69	90	84	S	1	c	...
Amoy	29.70	87	78	SSE	1	b	...
Swatow	29.80	85	...	E	4	b	...
Swatow	29.74	87	...	SW	1	o	...
Canton	29.80	88	91	...	0	or	...
Hongkong	29.78	84	80	WSW	1	o	...
Victoria Peak	.....	...	...	SE	1	...	...
Gap Rock	29.81	...	...	...	0	...	...
Macao	29.70	83	87	S	1	c4	...
Holhow	.....	...	...	...	...	...	...
Haiphong	29.70	87	98	SE	1	o	...
Bolinao	29.79	87	72	WNW	1	c	...
Manila	29.80	88	72	NNE	4	opt	...
Cape St James	29.97	...	...	SW	3	f	...

18th August, 1894.—At 10 a.m.

STATION.	Barometer reduced to sea level.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	29.84	68	93	NNE	1	o	...
Tokio	.....	...	...	...	...	...	...
Nagasaki	.....	...	...	...	...	...	...
Shanghai	29.72	87	84	SE	1	c	...
Foochow	29.81	84	95	...	0	c	...
Amoy	29.81	81	98	SSW	1	b	...
Swatow	29.79	84	...	NW	1	b	...
Canton	29.86	81	91	...	0	c	...
Hongkong	29.85	83	88	WNW	1	c	0.01
Victoria Peak	.....	...	...	S	1	...	...
Gap Rock	29.84	...	...	SSW	1	...	...
Macao	29.84	85	79	S	1	c	...
Holhow	.....	...	...	...	...	...	...
Haiphong	29.77	78	100	...	0	o	...
Bolinao	29.87	80	70	SE	1	b	...
Manila	.....	...	...	...	...	...	...
Cape St. James	30.10	...	...	SW	3	om	...

On the 18th at 10.55 a.m., Barometer steady. Light South and variable winds. Weather fair.

† = Barometer reduced to level of the sea in inches, tenths and hundredths. = Temperature in the shade in degrees, Fahrenheit. = Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. = Direction of the wind to two points. = Force of the wind according to Beaufort scale. 6—State of the weather, *b* Blue sky, *c* Detached clouds, *d* Drizzling rain, *f* Fog, *g* Gloomy, *h* Hail, *l* Lightning, *o* Overcast, *p* Passing showers, *q* Squally, *r* Rain, *s* Snow, *t* Thunder, *v* Visibility, *w* Dew wet). = Rain in inches, tenths and hundredths.

F. G. FIGG, First Assistant.

Hongkong Observatory, 18th August, 1894.

HONGKONG TEMPERATURE.

(From Messrs. Geo. Falconer & Co.'s Register.)

To-day.

Barometer—9 a.m.	29.81
Barometer—1 p.m.	29.80
Barometer—4 p.m.	...
Thermometer—9 a.m.	82
Thermometer—1 p.m.	84
Thermometer—4 p.m.	...
Thermometer—9 a.m. (Wet bulb)	80
Thermometer—1 p.m. (do)	80
Thermometer—4 p.m. (do)	...
Thermometer—Maximum	84
Thermometer—Minimum (overnight)	79

Shipping.

ARRIVALS.

MARIA VALERIE, Austrian steamer, 2,644. G. Costanzo, 17th August,—Trieste 21st July, and Singapore 12th August, General.—Sander & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Hongkong, French steamer, for Holhow, &c.
Pronto, German steamer, for Saigon.
Peiyang, German steamer, for Shanghai.
Namoa, British steamer, for Swatow, &c.
Benvenue, British steamer, for Kobe, &c.
Ixer, British steamer, for Bangkok.
Strathdee, British steamer, for Hongay.
Kutsang, British steamer, for Singapore, &c.
Loo Sok, British steamer, for Bangkok.

DEPARTURES.

August 17, *Tatsang*, British str., for Canton.
August 18, *Benvenue*, British steamer, for Kobe and Yokohama.
August 18, *Kutsang* British str., for Singapore and Calcutta.
August 18, *Deuteros*, German str., for Bangkok.
August 18, *Hongkong*, French str., for Holhow and Haiphong.
August 18, *Peiyang*, British str., for Shanghai.

PASSENGERS—ARRIVED.

Per *Maria Valerie*, from Trieste, &c.—321 Chinese.

REPORTS.

The Austrian steamship *Maria Valerie* reports that she left Trieste on the 21st ultimo, and Singapore on the 12th instant, and had fine weather and light south-west monsoon.

Post Office.

A MAIL WILL CLOSE—

For Bangkok.—Per *Loo Sok* to-morrow, the 19th instant, at 9 A.M.

For Canton.—Per *Powan* to-morrow, the 19th instant, at 9 A.M.

For Shanghai and Kobe.—Per *Maria Valerie* on Monday, the 20th instant, at 5 P.M.

For Nagasaki, Kobe, Yokohama, and San Francisco.—Per *Oceanic* on Tuesday, the 21st instant, at 12.30 P.M.

For Europe, &c., Australia, India *viâ* Madras.—Per *Oxus*, on Wednesday, the 22nd instant, at 11 A.M.

For Sandakan and Kudat—Per *Memnon* on Wednesday, the 22nd instant, at 2.30 P.M.

For Europe, India, &c., *via* Tuticorin—Per *Sachsen* on Friday, the 24th instant, at 5 P.M.

For Shanghai, Kobe, Yokohama, Victoria, and Tacoma.—Per *Victoria* on Tuesday, the 28th instant, at 11.30 A.M.

For Europe, India, &c., *via* Bombay.—Per *Surat* on Thursday, the 30th instant, at 11 A.M.

For Nagasaki, Kobe, and Yokohama.—Per *Ancona* on Friday, the 31st instant, at 11.30 A.M.

For Port Darwin, Thursday Island, Townsville, Cooktown, Brisbane, Sydney, and Melbourne.—Per *Chingtu* on Monday, the 3rd Sept., at 3.30 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver, B.C.—Per *Empress of India* on Wednesday, the 5th Sept., at 11.30 A.M.

SHIPPING IN HONGKONG

STEAMERS.

AGNES, French steamer, 290.—Geo. R. Stevens.
ARIAKI MARU, Japanese steamer, 2,830, Hallstrom, 28th July.—Kutchinotsu 21st July, Coals.—Mitsui Bussan Kaisha.
CHUSAN, German steamer, 823, Wendt, 15th August,—Manila 12th August, General.—Melchers & Co.
DAVENTRY, British steamer, 1,578, C. Garnoworthy, 16th August,—Cardiff 17th June, Coals.—Order.
ESMERALDA, British steamer, 966, G. Tayler, 11th August.—Manila 8th August, General Shewan & Co.
FAME, British steamer, 117, Captain Stopani.—Hongkong and Whampoa Dock Co.'s tug.
FUSHUN, Chinese steamer, 1,504, W. H. Lunt, 27th July,—Canton 27th July, General.—C. M. S. N. Co.
ISER, British steamer, 1,415, Burgoyne, 11th August,—Moji 5th August, Coals.—Bradley & Co.
LOO SOK, British steamer, 1,020, J. B. Jackson, 15th August,—Bangkok 7th August, and Koh-si-chang 9th, General.—Yuen Fat Hong.
MEMNON, British steamer, 925, Branch, 17th August,—Sandakan 12th August, Timber.—Butterfield & Swire.
NAMOA, British steamer, 863, H. C. A. Harris, 17th August,—Foochow 14th August, Amoy 15th, and Swatow 16th, General.—D. Lapraik & Co.
OCEANIC, British steamer, 3,808, Wm. M. Smith, R.N.R., 10th August,—San Francisco 17th July, and Yokohama 4th August, Mails and General.—O. & O. S. S. Co.
PRAYA, 130, Captain MacIsaac.—Hongkong Government Tender.
PRONTO, German steamer, 632, Bohn, 13th August,—Canton 13th August, General.—Siemssen & Co.
RIO, German steamer, 1,104, C. H. Davidsen, 12th August,—Swatow 12th Aug., General.—Wieler & Co.
STRATHDEE, British steamer, 1,189, Forsyth, 15th August,—Hongay 7th August, Coals.—Jardine, Matheson & Co.
YUNG-CHING, Chinese steamer, 760, R. E. Harris, 12th August,—Amoy 10th August, General.—C. M. S. N. Co.
ZAFIRO, British steamer, 675, A. W. R. Cobban, 16th August,—Manila 12th August, and Amoy 15th, General.—Shewan & Co.

SAILING VESSELS.

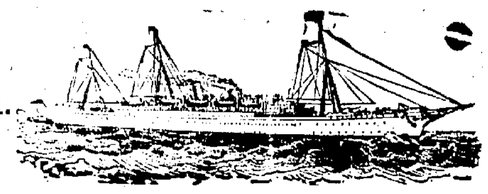
BIDSTON HILL, British four-masted barque, 2,434, W. J. Jones, 15th August,—Shanghai 16th July, Ballast.—Siemssen & Co.
CALEB CURTIS, American schooner, 35, Brake, 5th June,—Yap (Caroline Islands) 29th May, General.—Order.
COMET, Nicaraguan barque, 600, J. Kirk, 26th June,—Manila 15th June, Sugar.—Shewan & Co.
FALLS OF THE CLYDE, British ship, 1,740, Addison, 15th August,—Cardiff 12th May, Coals.—Wieler & Co.
H. PACKFELD, German bark, 1,249, T. W. Hillgerlot, 2nd August,—Cardiff 8th March, Coals.—Melchers & Co.
JAPAN, Italian bark, 396, Bartolomeo Guartavino, 22nd June,—Callao 2nd April, Ballast.—Order.
KITTY, British bark, 916, Wilson, 14th July,—Kalagua 28th June, Timber.—Gibb, Livingston & Co.
LIVA, German bark, 461, Albrecht, 5th August,—Albany (W.A.) 13th June, Sandalwood.—Jardine, Matheson & Co.
SEBASTIAN BACH, German barque, 822, Hansen, 23rd July,—Rajang 9th July, Timber.—Wieler & Co.
SILBERHORN, British ship, 1,853, Gibson, 26th July,—Shanghai 15th July, General.—Shewan & Co.
SUSQUEHANNA, American ship, 2,628, Sewall, 19th July,—New York 28th March, Kerosene Oil.—Reuter, Brockelmann & Co.

RIVER STEAMERS.

Fatshan, British steamer, 2,260, J. Bilght.—H. C. & M. S. Co.
Hankow, British steamer, 2,235, J. Dick.—Butterfield & Swire.
Heungshan, British steamer, 1,055, W. E. Clarke.—H. C. & M. S. Co.
Ho-nam, British steamer, 1,377, G. B. Lefavour.—Hongkong, Canton, & Macao Steamboat Co.
Kiang-tung, Chinese steamer, 583, Holmes.—Canton and Macao—C. M. S. N. Co.
Kiung-chow, British steamer, 288.—H. C. & M. S. Co.—(Laid up).
Kwong-hoi, British steamer, Captain Mackenzie, Hongkong and Canton.—Chinese.
Kwong-mo, British steamer, 400, laid up.—Malcampo & Co.
Pasig, Chinese steamer, 284, J. W. Stavers.—Tok Kee.
Powan, British steamer, 1,890, S. W. Goggin.—Hongkong, Canton, & Macao Steamboat Co.
Tai-on, British steamer, 728, Goblowski.—Chinese.
White Cloud, British steamer, 752, Cruickshank.—H. C. & M. S. Co.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1894.  1894.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 5th September.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 3rd October.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 31st October.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

EXCURSION TICKETS to San Francisco Midwinter Fair, CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 15th August, 1894. [3

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama) ..... Wednesday, 29th Aug., at 1 P.M.
City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Wednesday, 19th Sept., at 1 P.M.
China (via Nagasaki, Kobe, Inland Sea & Yokohama) ..... Tuesday, 2nd October, at 1 P.M.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA & YOKOHAMA on WEDNESDAY, the 29th August, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of $10 Gold in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central

I. S. VAN BUREN, Agent.

Hongkong, 11th August, 1894. [1

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Oceanic (via Nagasaki, Kobe, Inland Sea and Yokohama) ..... Tuesday, 2 st Aug., at 1 P.M.
Gaelic (via Nagasaki, Kobe, Inland Sea and Yokohama) ..... Tuesday, 11th Sept., at 1 P.M
Belgic (via Nagasaki, Kobe, Inland Sea and Yokohama) ..... Wednesday, 10th Oct., at 1 P.M.

THE Steamship

"OCEANIC"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on TUESDAY, the 21st August, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. F. VAN BUREN, Agent.

Hongkong, 1st August, 1894. [2

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES.
&c., &c., &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th July, 1893. [995

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEYE'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 10th June, 1893. [5

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria	Tuesday	August 28th.
Tacoma	Tuesday	September 25th.
Sikh	Tuesday	October 16th.
Victoria	Tuesday	November 6th.
Tacoma	Tuesday	December 11th.

THE Steamship

"VICTORIA,"

Captain John Panton, R.N.R., sailing at Noon, on TUESDAY, the 28th August, will proceed to VICTORIA, B.C., and TACOMA, *via* SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 9th August, 1894 [4

For Sale.

THE TYPHOON SEASON.

Every Commander and Officer on board ship should possess a copy of "THE LAW OF STORMS IN THE EASTERN SEAS,"
(by W. Doberck, Director of the Hongkong Observatory).

THIS *vade mecum* for every navigator in the Far East has been re-written and greatly enlarged, and is illustrated by lithographs showing the courses of the typhoons of late years.

It is issued at Fifty Cents for the first and One Dollar for the second edition, and may be obtained from

Messrs. Kelly & Walsh, Limited, Hongkong.
" Lane, Crawford & Co. "
" G. Falconer & Co. "
" C. J. Gaupp & Co. "
" F. Blackhead & Co. "
" Heuermann, Herbst & Co. "
Mr. W. Brewer. "
The Hongkong Trading Co. "
Messrs. N. Moalle & Co., Ld., Amoy.
Mr. H. W. Churchill, Foochow.
Messrs. Kelly & Walsh, Limited, Shanghai.
Messrs. Kelly & Walsh, Limited, Yokohama.
Messrs. Kelly & Walsh, Limited, Singapore.
Messrs. Amédée Prince & Co., Paris & London, or the "HONGKONG TELEGRAPH" OFFICE, Pedder's Hill,

Hongkong, 24th May, 1894

IMPORTANT TO NAVIGATORS.

WILL SHORTLY BE READY.

A SECOND EDITION OF THREE THOUSAND COPIES OF "THE TYPHOONS OF THE EASTERN SEAS."

A REVIEW,
by
THE LATE MAJOR-GENERAL PALMER, R.E.
(Reprinted from *The Hongkong Telegraph.*)

PRICE ..... FIFTY CENTS.

"THE HONGKONG TELEGRAPH," Pedder's Hill.

Hongkong, 24th May, 1894.

FOR SALE.

THE SCHOONER "MONTIARA,"

AS SHE NOW LIES IN CAUSEWAY BAY.

Length ..... 75 feet.
Beam ..... 17 feet.
Depth of hold ..... 7½ feet.
Registered Tonnage ..... 75 tons.

(Owing to recent alterations the carrying capacity of the *Montiara* has been increased to about 120 tons dead weight.)

The *Montiara* was built in Singapore, is most solidly constructed of teak throughout, with ironwood frames, has recently been thoroughly overhauled under experienced European superintendence, and is now in excellent condition. She is a very fast sailer and a most suitable vessel for the Canton kerosene trade, or would make a first-class lighter.

For Particulars as to Price, &c., apply to

R. FRASER-SMITH,
6, Pedder's Hill.

Hongkong, 1st August, 1894. [18

FOR SALE.

THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHEUNG,"

AS THEY LIE AT ABERDEEN DOCKS.

THE Engines of the *Chop-cheung* were constructed by Messrs. INGLIS & Co., of Wanchai, and are of the Compound Inverted Cylinder Direct-Acting Surface Condensing type, Cylinders 20½ and 38" dia., with a stroke of 26." The Crank Shaft is 6½" dia. at the Crank pin and 7" dia. at the journals. The H.P. Piston Rod is 3" and the L.P. 3½" dia. The Piston and Connecting Rod bolts are 2" dia., Air Pump 14½" dia. by 13 stroke, Single Acting Circulating Pump 8" dia. by 13" stroke, and Double Acting Feed and Bilge Pump (one each) 3" dia. by 13" stroke.

These Engines have been very little used and are in thoroughly good order.

The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Dome on top. Its dia. is 10ft. 2" by 9ft. 10" long, external measurements; Furnaces, 2ft. 7" dia.; Dome, 44" dia. by 4ft. high; Tubes, 184 in number by 3" ex. dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years.

The Engines and Boiler can be inspected on application to the Superintendent at Aberdeen Docks.

For further particulars, apply to

R. FRASER-SMITH,
6, Pedder's Hill.

Hongkong, 1st August, 1894. [19

Printed and Published by ROBERT FRASER-SMITH, No. 6, Pedder's Hill, in the city of Victoria, Hongkong.